

MODAL PLANS



The Idaho Transportation Plan (ITP) is a statewide intermodal long-range transportation plan that provides strategic guidance to all modal plans. The several modal plans, by reference, are made a part of this statewide plan. These plans are presently under development. They are as follows:

- ! Idaho Highway Plan **S** by Transportation Planning Division of ITD;
- ! Idaho Bicycle and Pedestrian Plan **S** by Transportation Planning Division of ITD;
- ! Idaho Aviation System Plan **S** by Division of Aeronautics of ITD;
- ! Public Transportation Long-Range Plan **S** by Division of Public Transportation of ITD;
- ! Idaho Rail Plan **S** by Transportation Planning Division of ITD.

The ITP proposes that mobility be addressed by a series of actions. Strategies will be considered first to reduce congestion and the need for new facilities. Improvements to the system will be made to increase its ability to better serve existing and new demands. Modal alternatives for personal and commercial mobility will be provided. Finally, only those new facilities which are truly needed will be constructed. Corridor preservation policies and actions will be initiated where future high density corridors are planned. More efficient operation of the existing system can reduce congestion or the rate of growth of congestion, thus alleviating adverse effects of air pollution, safety, lost time, and personal stress.

The ITP calls for careful attention to environmental concerns and provides for public input in the planning process. The development of the ITP requires active participation of state and local transportation providers, the public, environmental interest groups, and state and federal regulatory agencies.

While transportation facilities do not drive growth, they can influence the shape, timing, and location of growth. These three factors can directly affect the potential for adverse land, air, water, and biotic impacts associated with growth. The strategies contained in the ITP will help reduce such impacts.

Highways

The Idaho Transportation Board reviews and approves highway projects on the State Highway System and local highway projects paid for with federal funds. Highway projects are the largest element of the Statewide Transportation Improvement Program (STIP). The STIP is updated annually based on the federal fiscal year, October 1 through September 30.



The Idaho Transportation Department administers and implements

state programs for the planning, development, construction, maintenance and operation of Idaho's State Highway System. The State Highway System presently consists of 4964 centerline miles. The Department has the mission to design, build, and maintain quality highways and bridges that are safe, cost-effective, and provide efficient access throughout the state. The highway planning process sets the stage for fulfilling this mission by balancing needs with limited resources. The planning and programming process sets long-range funding and programming strategies statewide. Identified highway needs are used in developing a financially constrained STIP.

The 1991 ISTEA established a National Highway System (NHS) and a Surface Transportation Program (STP). The NHS includes the Interstate system and all principal arterials until Congress designates a new system by 1995. The STP is a flexible funding program for all rural highways classified as major collectors and minor and principal arterials; and in urban areas: urban streets that are classified as collectors and minor and principal arterials. STP funds can be used for highways, transit capital projects, rideshare projects, and pathways used for transportation purposes. Ten percent of STP funds are to be used for transportation enhancements and ten percent for safety projects. In addition, there are three other funding categories. They are:

1. The Congestion Mitigation and Air Quality (CMAQ) program that funds transportation projects in non-attainment areas for ozone and carbon monoxide. In states which do not have non-attainment areas the funds can be used as regular STP funds;
2. The Bridge Replacement and Rehabilitation Program that provides federal-aid assistance for any bridge on a public road;
3. The Federal Lands Program that authorizes spending on Indian reservation roads, parkways and park roads and public lands highways, which include forest highways;

Data are collected for all state highways and some are collected for local agencies. A record is maintained of accidents, flow of traffic, pavement condition, and other selected highway data. The identification of needs includes accident experience and potential benefits including ranking in the high-accident location system (HAL). Scheduling and budgeting for these projects are carried out through the Hazard Elimination Safety (HES) Program.

In addition to federal funding, Idaho utilizes state funds. The three primary sources of state funds are motor fuel fees, weight-distance fees, and vehicle registration fees. The state also receives minor revenue from truck load violation fees, overweight-over width permits, billboard permits, sales of property and equipment, property rental, and interest earnings. State highway trust funds are used to administer and maintain state and local jurisdiction highways, roads, and streets and to match federal-aid funds for construction and other purposes.

State and local highways, roads, and streets are functionally classified for many purposes based on federal guidelines that ensure consistency between states. The classifications reflect the use of the roadway ranging from full mobility on the interstate to full land access on local streets (Exhibit 4).

Bicycle and Pedestrian

The current policies of the Idaho Transportation Department support the planning and development of a balanced, multi-modal transportation system. These policies were adopted by the Idaho Transportation Board in June, 1993 (B-09-08) and subsequent administrative policies were established (A-09-08). The Department's director is authorized to establish standards and specifications for the provision of bicycle/pedestrian facilities in conjunction with federal-aid or state-funded highway projects. These policies are contained in an interim guide for *Accommodating Bicycles and Pedestrians within Idaho's Transportation System*. See Exhibit 5 for statewide bicycle planning priorities.

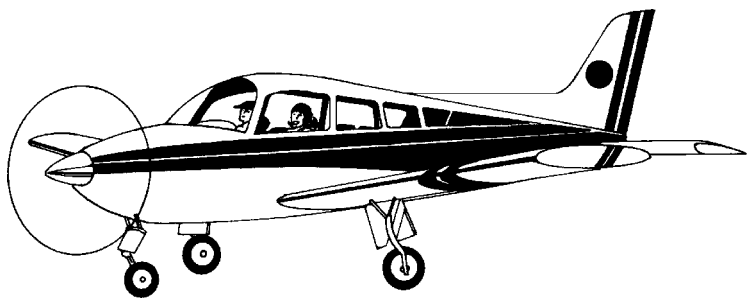


When bicycle-pedestrian programs began in the late 1960s, the emphasis was strictly on providing and improving facilities. However, simply providing a bicycle and pedestrian friendly "physical" environment does not solve all of the problems associated with non-motorized travel. Some safety problems, for example, may be more easily solved through programs than through facilities. A comprehensive "4-E" program approach is being developed that combines the elements of Engineering, Education, Enforcement, and Encouragement.

Aviation

The Idaho Division of Aeronautics coordinates a three-tiered planning process with the Federal Aviation Administration (FAA) and municipalities. In Idaho there are 128 publicly-owned airports; 41 are eligible to receive federal and state assistance, 29 are eligible for state assistance, 30 are operated by the ITD Division of Aeronautics, and the remainder are operated by federal agencies. These airport locations are shown on Exhibit 6.

Planning is comprised of the State Aviation System Plan, Airport Master Plans, and the Capital Improvement Program. The purpose of Aviation System Planning is to determine the extent, type, nature, location, and timing of airport development needed to establish a viable, balanced, and



integrated system of airports and support facilities. The purpose of airport master planning is to provide guidelines for future airport development which will satisfy aviation demand in a financially feasible manner and resolve aviation related issues in each community. Airport master planning is done by airport owners while airports and supporting system planning are done by the Division of Aeronautics. Every effort is made to assure that planning is coordinated to avoid duplication of efforts. The aviation system and airport master planning, coupled with municipal input, form the basis for the five-year capital improvement program which is submitted to the Federal Aviation Administration for approval.

The Idaho Aeronautics Advisory Board recommends projects to the Idaho Transportation Board for their review and approval. A critical factor in scheduling projects at Idaho's municipal airports is often local ability to match available federal and state funds.

The Federal-aid Airport Program is divided into funding categories as follows:

1. Primary airports that have regularly scheduled air service and enplane over 10,000 passengers annually. Currently there are seven in Idaho;
2. Commercial Service airports that have regularly scheduled air service with less than 10,000 passengers enplaned annually. Idaho has only one airport in this category;
3. Reliever airports that are designated by FAA to provide for capacity relief to the busy airports. Idaho has only one airport in this category;
4. General aviation airports (32 in Idaho) that provide service for small aircraft.

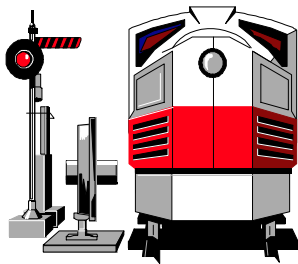
FAA grants are generally for 90% with 10% local match. ITD attempts to provide 50% of the municipal share on all general aviation grants. Limited funds available to ITD currently restricts participation to a limited number of grants in the other categories.

In addition to assisting with matching funds for federal-aid grants, ITD provides grants for 50% (up to 75% under certain circumstances) for improvements not eligible for federal assistance. Also, the State aviation trust funds are used to maintain 30 state-operated airports.

Railroads

There are approximately 2025 miles of railroad lines in Idaho. These include mainlines, secondary mainlines, branch lines, and short lines. The State is served by two major railroads providing connections to all rail points in the United States and Canada (Exhibit 7).

The Idaho Transportation Department does not own or operate any active rail lines. The role of the state rail program is to assist in the preservation of essential rail lines through planning and administering the federal Local Rail Freight Assistance Program (LRFA).



The primary focus of the State's involvement in rail planning and the federal LRFA program is to assure that Idaho will be served by an efficient rail network integrated into a state transportation system to preserve those rail lines which are essential to Idaho's economy.

The economics of the rail system and alternative methods for retaining essential rail services are evaluated in the planning process. Priority is given to branch lines that could be abandoned or have service reduced. The rail planning process benefits shippers, railroad communities and local officials who have a stake in preserving essential local rail freight service.

Federal funding for the LRFA program is provided by the Federal Railroad Administration (FRA). The 30 percent local match is provided by the railroad or other private sources. The funds are used primarily for capital improvements such as track rehabilitation and/or new connections. Identified projects, for which financial assistance is requested, are reviewed by the ITD. Based on this evaluation, projects are selected annually for LRFA funding.

The LRFA program is a discretionary grant program. Idaho competes with other states for project funds. The ITD administers and carries out the construction of the project. Due to limited funding and the discretionary nature of the program, the FRA has historically funded only one project per state per year. Future projects are difficult to anticipate because the state rail system is changing as major carriers sell or lease lines to smaller regional carriers. These new carriers have the option to seek federal LRFA funds for needed track improvements.

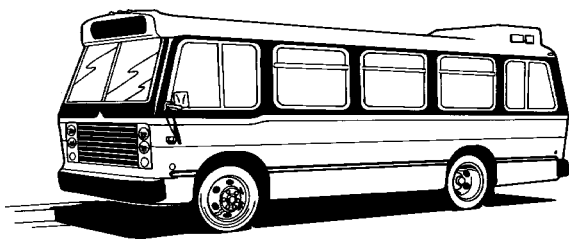
The track rehabilitation program is designed for those railroad sections that have suffered from deferred maintenance and where the infusion of funds could prevent the rail line from being abandoned. Projects for this program are selected by the ITD in cooperation with appropriate local officials, other state agencies, and the railroads involved.

When railroad lines are abandoned, ITD initiates action to allow public agencies to acquire the abandoned right-of-way for public use. The public agencies then work with the railroad agency to purchase right-of-way rights for future transit, pathway or other needs.

Public Transit

There are 11 general purpose transit systems in Idaho. Idaho's transit systems range from the State's largest metropolitan provider, Boise Urban Stages (BUS), which offers general public service averaging over 1,000,000 riders a year, to smaller transit systems, such as Lewiston's Valley Transit (VT) which averages about 30,000 rides per year.

The transit systems fall into two categories according to population size (Exhibit 8). The first category is composed of three metropolitan systems servicing population areas over 50,000. The second category consists of Idaho's eight small city/rural systems which serve areas under 50,000 people. In addition, there are 32 paratransit services for the elderly and disabled persons.



The ITD provides financial grant-in-aid programs, planning and technical assistance for public and specialized transportation service providers. The Division of Public Transportation administers the programs under five categories: 1) metropolitan planning, 2) capital and operating programs for urbanized areas, 3) capital assistance for private non-profit organizations serving elderly and disabled persons, 4) public transit services in non-urbanized areas, and 5) rural transportation assistance programs. All programs carried out by ITD are funded

by the Federal Transit Administration (FTA).

The ITD Division of Public Transportation's planning efforts are largely carried out through the statewide planning program under Section 26 FTA. Through this program support services are extended to local governments and transit operators to assist with research and plan development. In addition, there are three MPOs in Idaho that carry out urbanized transit planning underwritten in part by Section 8 FTA funding.

The ITD Division of Public Transportation is redirecting long-range plan development processes to accommodate a new focus on regionalization. Public Transportation Advisory Committees in each of the six planning regions are receiving support to help establish their own regional plan documents. When fully implemented, this regional planning focus will allow the Division of Public Transportation to develop and update a statewide public transportation long-range plan comprised of six regional chapters with an integrated statewide perspective and direction. In the meantime, an interim long-range plan will serve as the statewide public transportation guide.

The Ada Planning Association serves northern Ada County (includes Boise) in southwestern Idaho. In the southeastern part of the state, the Bannock Planning Organization and the Bonneville Metropolitan Planning Organization serve the Pocatello and Idaho Falls areas, respectively. Idaho Falls has just recently been designated an urbanized area by the Bureau of the Census. The Bonneville MPO is in its early development phase with regards to public transit planning.

In 1992, state legislation established a State Transportation Advisory Council, six Regional Public Transit Advisory Committees, and an Interagency Working Group. The purpose was to provide input to ITD in identifying and analyzing public transportation needs, establishing areas for the coordination and provision of transit services, and providing for uniform data collection systems.

Future Activities and Time Frames

Transportation plans are under development for each of the modes. The schedule of activities for these plans and other special plans are as follows:

ACTIVITY	INTERGOVERN- MENT & PUBLIC INVOLVEMENT	DRAFT PLAN	INTERGOVERN- MENT & PUBLIC INVOLVEMENT	FINAL PLAN
Aviation Plan	Feb. 1996	April 1996	July 1996	Sept. 1996
Public Transp. Long-Range Plan	April 1995	June 1995	Aug. 1995	Sept. 1995
Rail Plan	Dec. 1994	June 1995	July 1995	Sept. 1995
Highway Plan	May 1996	July 1996	Oct. 1996	Jan. 1997
Corridor Plans	May 1996	July 1996	Oct. 1996	Jan. 1997
Fund Allocations by Districts	May 1997	July 1997	Oct. 1997	Jan. 1998
Regional Intermodal Plans	May 1997	July 1997	Oct. 1997	Jan. 1998
Bicycle Plan	Completed	Completed	Completed	Jan. 1995

